

## Section VI - 2006 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at <http://www.metrokc.gov/kcdot/tp/ortp/grants.html>

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**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2006 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**CMS requirements:** Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@metrokc.gov](mailto:peter.heffernan@metrokc.gov). Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm June 1<sup>st</sup>, 2006.**

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

## PROJECT DESCRIPTION INFORMATION

<b>1</b>	<b>Project Title:</b> Cedar River Trail Extension <i>(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520 HOV (104<sup>th</sup> Ave NE to 124<sup>th</sup> Ave NE)</i>
<b>2</b>	<b>Sponsoring Agency:</b> City of Issaquah  Also identify any co-sponsor(s):
<b>3</b>	<b>Project Contact Person:</b> Gary Costa Address: City of Issaquah, P.O. Box 1307; Issaquah, WA 98027 Phone: 425-837-3443 Fax: 425-837-3409 E-Mail: garyc@ci.issaquah.wa.us (cc: lee.haro@comcast.net)
<b>4</b>	<b>Project Description:</b> <i>(Be as clear and concise as possible)</i>  This project will complete the final linkage along SR-900 in Issaquah of the Cedar River Lake Sammamish Trail, a designated regional trail extending from Lake Sammamish in Issaquah to the Cedar River in Renton.  The project will construct 0.3 mile of a Class I, multi-use bike and pedestrian facility with a 10-foot paved area from the entrance to the Talus Urban Village south to a point where it intersects a designated off-road portion of the trail along a power line easement secured by King County from Puget Sound Energy.  This project will complete, the entire 1.5 mile length of the trail along SR-900 from the intersection with the off-road section to the Newport Activity Area – a land use center in Issaquah housing a high density mix of commercial, employment and retail activities and the Issaquah Transit Center, currently under expansion by Sound Transit.  The northern portion of this 1.5 mile segment, from Newport Way to I-90, was recently constructed as part of a project by the WSDOT and Sound Transit to add HOV lanes on SR-900. The portion of the trail from Newport Way to the Talus Urban Village Entrance is fully funded with “nickel gas tax” funding and is currently under design.
<b>5</b>	<b>Project Location:</b> SR-900 Corridor in southwest Issaquah  Answer the following questions if applicable: <b>b.</b> Crossroad/landmark nearest to beginning of project: Talus Drive <i>(Identify landmark if no crossroad)</i> <b>c.</b> Crossroad/landmark nearest to end of project: 0.3 mile south of Talus Drive where the trail goes off-road <i>(Identify landmark if no crossroad)</i>
<b>6</b>	<b>Map:</b> Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i>
<b>7</b>	<b>Federal Functional Classification Code</b> <i>(Select only one)</i>

Assistance in determining the functional classification of a project is available by calling **Stephanie Rossi** at (206) 587-5118.

#### Rural Functional Classifications

("under 5,000 population")

(Outside the federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

#### Urban Functional Classifications

("over 5,000 population")

(Inside the federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☒ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☐ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

**NOTE:** **Federally Funded Projects.** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

#### **Examples of Exceptions:**

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

## PROJECT EVALUATION INFORMATION

**IMPORTANT INSTRUCTIONS:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to "Countywide Non-Motorized Project Evaluation Criteria" included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

## PROJECT EVALUATION: PART 1

**Choose which of the two Centers categories your project falls under:**

- ☐ Project is located within a Center  
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- ☒ Connecting Corridors  
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

### SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support increased activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate pages(s) from the plan or policies.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.), or benefit a large number or wide variety of users?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

### SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

**Please explain how your project addresses the following:**

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.
- Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.
- Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.

This project will complete the last 0.3 mile missing link along SR-900 in Issaquah of the Cedar River Lake Sammamish Regional, up to the point where this designated regional trail then goes off-road on a power line easement secured by King County from Puget Sound Energy. This designated regional trail extends from Lake Sammamish in Issaquah to the Cedar River in Renton, making this a significant project in terms of being part of a connecting corridor.

With 1.2 miles of this trail either recently constructed or fully funded for construction and currently under design by WSDOT, this project will provide 1.5 miles of a Class I, non-motorized trail connecting to the I-90 corridor and directly accesses the Issaquah Transit Center, currently under expansion by Sound Transit.

#### **BENEFIT TO CENTER**

Issaquah's Comp Plan designates three Activity Areas in the central portion of the town, which already house and are called for to be further developed as the city's centers for higher density residential, employment, retail, civic and cultural activities supporting non-motorized and transit modes of transportation. This completes a south portion of the Cedar River Lake Sammamish Regional Trail along SR900 that connects directly with the Newport center and accesses the other two, the I-90 center and the Gilman. These centers house most of Issaquah's 17,220 current jobs, which is projected to grow to 25,000 jobs by 2022. Also, though not designated an activity area/center, the Talus Urban Village is connected to the City centers via this trail.

Also, this trail connects directly with the Issaquah Transit Center.

This project, thereby, provides users a non-motorized option to access the centers and the Transit Center and benefits the both the existing development and the policies and plans for expansion of these centers as denser areas promoting the use of non-motorized and transit as a transportation mode choice for a variety of trip purposes.

#### **SYSTEM CONTINUITY**

This is a logical segment, because it is the last segment and missing link – and, as such, a barrier - to complete the full non-motorized connection along SR900 from the designated centers of Issaquah and the point at which the trail proceeds off road.

At present, speeds are high, shoulders are narrow and sight distance is limited as SR-900 heads into a series of “S” curves, creating highly unsafe conditions for non-motorized travel

#### **SUSTAINABILITY**

Issaquah's Comp Plan clearly recognizes that non-motorized transportation – particularly as it complements and supports increased use of transit – is vital to the long-term transportation needs of the city and that traffic

congestion will become an ever-increasing problem for development of the centers if these other modes are not developed to increase efficiency of the transportation system. This project directly addressed those issues.

This is part of a major regional recreation trail, but also serves all types of non-motorized trip purposes, most notably at the local level by connecting the Talus Urban Village residential area with the activity centers and with the Issaquah Transit Center. These benefits will be long-term for all these users

## SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

**Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.

It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

**A. Check all items that apply below.** Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

This project is requesting design funds, therefore, those funds can be obligated as soon as available and design can begin, which will be the phase during which all of the items listed above will be completed.

Right of way is not required as the project can be constructed entirely within existing SR900 right of way.

This is a relatively simple project and there are no issues identified that could complicate or delay completing the design phase and moving expeditiously to construction. Therefore, this application is asking for construction funding to also be awarded at this time.

## Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

### **Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

### **Table A: Funding Requested from Non-Motorized Program**



Phase	Estimated Obligation Date by Phase (mm/dd/yy)	Federal Funding Source (enter either STP or CMAQ; choose only one)	Federal Funds Amount
Design	1/30/07	CMAQ	\$86,500
Construction	1/15/08	CMAQ	\$778,500
<b>Totals:</b>			<b>\$865,000</b>

**Table B: Existing Secured Funding**

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design	1/30/07	Issaquah CIP	\$13,500
			\$
Construction	1/30/08	Issaquah CIP	\$121,500
			\$
			\$
<b>TOTAL:</b>			<b>\$135,000</b>

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table C: Needed future funding (unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$</b>

\*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

**Table D: Total Project Cost** (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$100,000	Preliminary Engineering/Design:	1/30/08
Right of Way:	\$	Right of Way:	
Construction:	\$900,000	Construction:	9/30/08
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$1,000,000	Estimated date of completion (i.e. open for use)	10/30/08

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):**

Both PE and construction will be fully completed if the funding request is obtained.

**F. If unable to completely fill out Table D** (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

## SECTION E: JOINT OPPORTUNITIES

**Please explain how your project addresses the following:**

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (*E.g., If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.
- Will an opportunity be lost if the project does not receive funds through this regional project competition? Describe and explain the consequences.

The most important reason and benefit that will be achieved if this project can be funded at this time is that design and construction can be performed in concert with the design and construction of the trail portion to which this project will connect that WSDOT will be constructing as part of its widening of SR900 from Talus Drive to Newport Way. Both this Issaquah project and that WSDOT project will benefit by resolving issues as to how the two trail portions will connect and by being part of a trail that completes the link along SR-900 to the off-road portion of the Cedar River Lake Sammamish Trail.

WSDOT will be proceeding on schedule with its project, so the opportunity to move these two projects forward in coordination will be lost if the City cannot obtain its funding at this time.

## **SECTION F: PLANNING**

**Please explain how your project addresses the following:**

- Describe the planning process through which this project has been developed.
- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.
- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website ([www.psrc.org](http://www.psrc.org)) for a list of Destination 2030 policies.

This project has long been, and continues to be, one of the major regional trails in King County's trail plan.

The project has been included in the processes leading to the development and approval of Issaquah's Six-Year Transportation Improvement Program and in the City's Parks, Recreation, Trails and Open Space Plan and the Non-motorized Trails Plan, which was updated recently.

Specific dates and times of meetings can be researched and provided if needed. The following is just a partial list of meetings where this project has been discussed: four separate meetings of the Planning Policy Commission in 2003 and 2004; Issaquah Chamber of Commerce Transportation Sub-committee in 2004; the Issaquah Parks Board in 2003 and 2004; the City Council Land Use Committee at least once; at a number of meetings in 2003 and 2004 of a citizen advisory committee for the update of the Non-Motorized Plan; at a meeting in August, 2004 with the Cascade Bicycle Club.

The project is in Issaquah's Comprehensive Plan under the following items: (no page numbers for figures)  
- Transportation Element section, Figure 7, Bicycle and Shared Use Corridor Map; Parks, Recreation, Trails and Open Space section, Figure 15, Recreational Trail and Non-Motorized Transportation Corridor Map.

The project accomplishes the goals of the following Destination 2030 policies:

**RT-8** Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

**RT-8.1** Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities.

**RT-8.2** Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

**RT-8.13** Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high -occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers. Such goals should be set for 5- to 10-year periods and periodically updated in consultation with local jurisdictions, transit agencies and WSDOT.

**RT-8.14** Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

**RT-8.17** Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.

**RT-8.18** Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.

**RT-8.21** Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

**RT-8.22** Support the establishment of high capacity transit stations that advance regional growth objectives by: **a.** Maximizing opportunities to walk, bike or take short transit trips to access regional transit stations.

## SECTION G: AIR QUALITY

**NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.**

**Describe how your project will reduce emissions.** Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples.

Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

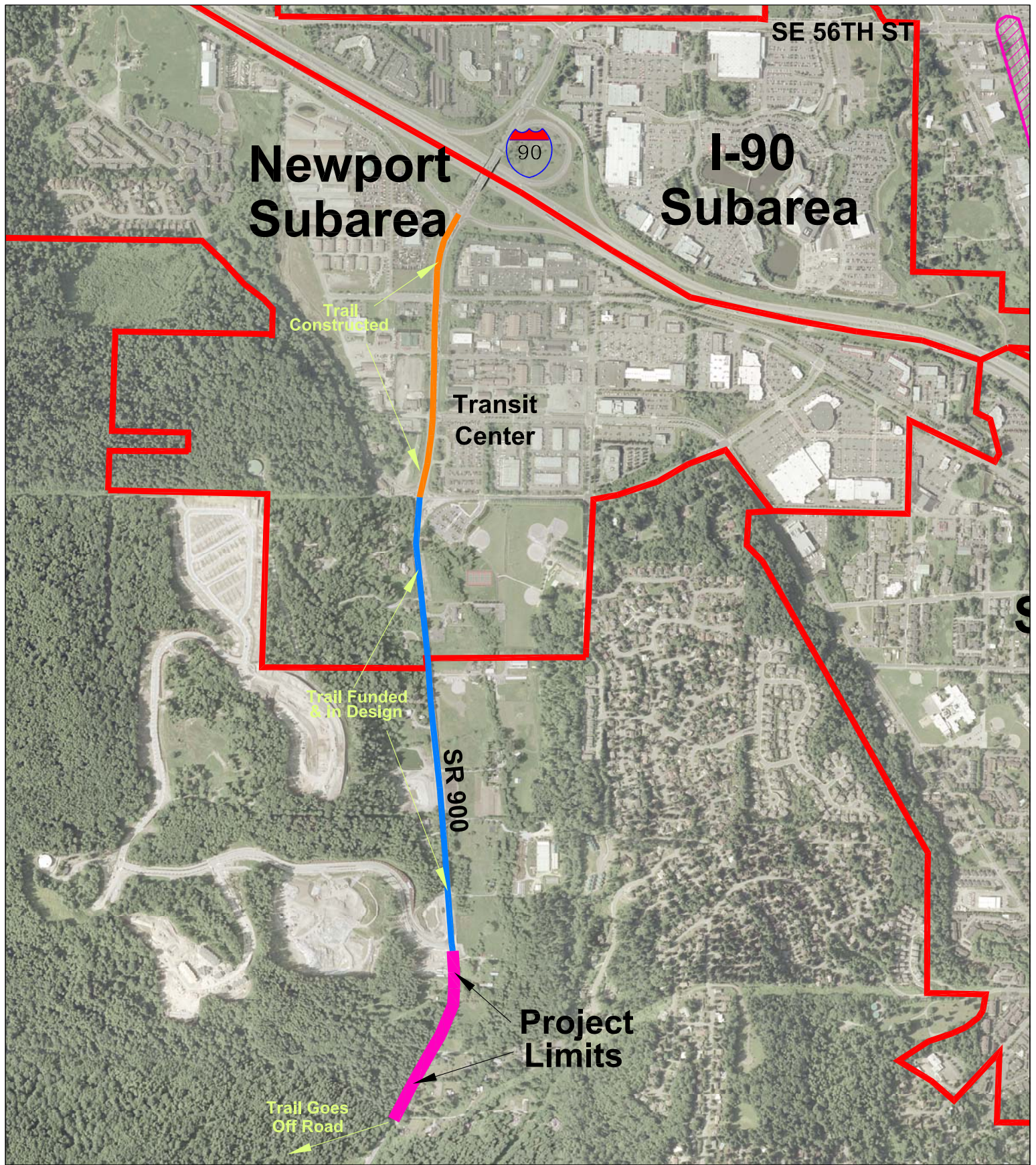
There is little bike and pedestrian activity on this segment of SR900 at this time as this facility is woefully deficient in terms of safety for non-motorized use.

However, there is significant potential for a meaningful amount of modal switch from vehicular to non-motorized to occur in the near-term future as the large Talus Urban Village is currently under construction and completion of the trail link along SR900 will provide a direct connection for that residential community to access jobs and activities in the center area of Issaquah and to make an intermodal connection at the Issaquah Transit Center.

Therefore, there will be near-term and long-term benefits both for residents to gain a non-motorized access to activities and for the job, retail, commercial and civic land uses to gain support by having this large residential population have a convenient and safe access to their services.

Traffic flow will be improved by moving bikes and pedestrians to a separated facility as compared to the current situation where narrow shoulders and poor sight distance create a potential conflict between vehicular and non-motorized modes, which serves to impede traffic flow.





**Vicinity Map  
Cedar River  
Trail Extension**

 **Project Limits**

